U.C. BERKELEY LIBRARIES
C124923809

Printed on Recycled Paper

The Citizens' Guide is a publication of the:
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth St.
Oakland, CA 94607-4700
Tel. 510.464.7700
TDD/TTY 510.464.7769
Fax 510.464.7848
e-mail: info@mtc.ca.gov
Web address <www.mtc.ca.gov>

2001 0165
IGSL

Guide

to the Metropolitan Transportation Commission

Basics on the Bay Area's Transportation Planning, Financing and Coordinating Agency

November 1999

2001 0165

Citizens' Guide to the Metropolitan Transportation Commission

Basics on the Bay Area's Transportation Planning, Financing and Coordinating Agency

Fourth Edition
November 1999

Published by:

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Web address <www.mtc.ca.gov>

Do You Speak "Transportationese"?

Which comes first — the TIP or the STIP? Any way to curb those ubiquitous SOVs? Are your multi-modal priorities in order? And who can you call to flex your NHS, STP and CMAQ? Does the gobbledygook above strike a responsive chord? If not, you're in good company. Outside of transportation circles, these acronyms and phrases mean little. For better or worse, the transportation arena has a language and a process all its own. Just as getting from point 'a' to point 'b' in the San Francisco Bay Area is often easier said than done, navigating your way through the complex web of transportation plans and funding programs can likewise be a challenge. Is it worth the effort to become versed in the mobility business? More and more Bay Area citizens have found the answer to be "yes." Whether motivated by a wish to contain ever-expanding rush hours, a quest to fill seemingly cavernous potholes or a desire for radically different transportation systems, all seek a say in how the billions of dollars in public monies are spent annually on the region's extensive network of highways, public transit systems, bicycle and pedestrian routes, local roads, airports and seaports. The San Francisco Bay

Area's Metropolitan Transportation Commission (MTC) has designed this guide to serve as a primer on MTC's roles and responsibilities for the region's interested citizens and local policy-makers, and to provide basic information on the Bay Area's transportation network. We've done our best to explain things in plain language. (If, however, we should lapse into "transportationese," a glossary of acronyms and terms is included at the end.) Our aim is to encourage informed and productive citizen participation in MTC's activities. No single organization has a monopoly on good ideas — they often germinate through an open exchange of information and viewpoints. And given increasing demands on limited public funds, transportation programs and projects cannot proceed without the public acceptance and support that come through an open, inclusive process. It is in this spirit that MTC offers the following pages.

Bay Area Transportation Basics

The People

With a population of more than 6 million, the San Francisco Bay Area is the fifth-largest metropolitan area in the nation. By the year 2020, the regional population is expected to climb to 7.8 million, while the number of jobs regionwide will swell from 3 million to over 4 million.

The Setting

The San Francisco Bay Area encompasses the nine counties that touch San Francisco Bay: Alameda and Contra Costa in the East Bay; Marin, Napa, Solano and Sonoma in the North Bay; San Francisco and San Mateo on the Peninsula/West Bay; and Santa Clara County — the region's most populous county — in the South Bay. Home to 101 municipalities, the region has a land mass of 7,179 square miles.

The Network

The Bay Area's transportation network includes 1,400 miles of highways, 308 miles of carpool lanes, eight toll bridges, 19,000 miles of local streets and roads, over 7,000 miles of transit routes (including 413 miles of rail transit), six public ports, six commuter ferry lines, five commercial airports, and two extensive bicycle and pedestrian trails linking all nine counties — the Bay Trail hugging San Francisco Bay and the Ridge Trail linking the region's higher ground (when completed, these trails together will encompass some 800 miles).

The Mass Transit System

More than two dozen public transit operators offer service in the region, including BART, the Peninsula's Caltrain, the East Bay's AC Transit and County Connection, the North Bay's Golden Gate Transit, San Mateo County's SamTrans, San Francisco's Muni, and the South Bay's Santa Clara Valley Transportation Authority. Rounding out the list are a number of smaller operators sprinkled throughout the region. Together, the Bay Area's transit services carry an average weekday ridership of almost 1.5 million and provide more than 10 million hours of service annually.

The Automobile

In 1990, the number of cars owned regionwide totaled nearly 4 million — about 1.76 cars per household. According to the 1990 U.S. Census, Santa Clara County ranked first in the Bay Area in the share — 78 percent — of commuters driving alone to work.

Major Features of the Bay Area Transportation Network

Densely populated San Francisco, with its extensive public transit network, had the lowest portion of "drive-alone" work trips, at 38 percent.

The Commute

Work trips account for roughly one-quarter of all travel in the region. According to the census, on an average work day, 68 percent of the region's commuters travel alone by auto, 13 percent by carpool or vanpool with two or more persons, and 10 percent by public transit. Four percent walk, 4 percent work at home, 1 percent ride a bicycle, and 1 percent travel by other means.

The Budget

On average, some $4.4 billion in public funds will be spent annually on transportation in the Bay Area over the next 20 years. Of this, roughly $2.3 billion will go to mass transit operations; approximately $1.3 billion will be devoted to operating and maintaining state highways, local streets and roads, and to operate, maintain and seismically retrofit the region's seven state-owned toll bridges; and some $750 million will go to new projects to improve or expand mass transit, highways and local streets.

The ABCs of MTC

What is MTC?

The Metropolitan Transportation Commission, or MTC for short, was created by the California Legislature in 1970 to plan the transportation network for the nine Bay Area counties. MTC's mission has expanded over the years to the point where it is now three agencies in one. The 19-member policy board not only directs MTC, but also, since 1988, the region's Service Authority for Freeways and Expressways (SAFE), and since 1998, the Bay Area Toll Authority (BATA).

MTC has a staff of 121 and an annual operating budget (including both MTC staff and consultants) of about $48 million, funded from local, regional, state and federal transportation moneys. MTC's main offices are located in the Joseph P. Bort MetroCenter in Oakland, at 101 Eighth Street, adjacent to the Lake Merritt BART station (see map, page 23).

What does MTC do?

In recent years, MTC has been involved in everything from selecting a new, seismically safe design for the eastern span of the San Francisco-Oakland Bay Bridge to developing software to help jurisdictions better manage their budgets for maintaining their local streets and roads, but its main responsibilities can be grouped into the following five categories.

MTC plans – Any new transportation project in the region must be included in MTC's *Regional Transportation Plan* before it can move forward. MTC updates this 20-year plan every two years to guide regional transportation investments. In addition to preparing a long-range plan, MTC looks at specific travel routes, weighs the relative merits of various travel options (new rail or roads, or upgrades to what is already in place), then decides on the needed improvements.

MTC funds – The Commission votes to allocate and keeps accurate accounting of nearly $1 billion every year in funding to mass transit, local streets and roads, highways, freight facilities, and bicycle and pedestrian routes in the region. In support of its allocation decisions, MTC scrutinizes transit operators' budgets and evaluates their service and overall performance. Also, as the Bay Area Toll Authority, MTC is responsible for administering the revenue from the base $1 toll on the Bay Area's seven state-owned toll bridges.

MTC coordinates – MTC devotes a lot of energy to keeping the region's transportation network humming along. To fill in gaps in the region's public transit network, MTC coordinated the efforts of several transit operators to launch bus service across the Richmond-San Rafael Bridge, and from the Colma BART station to the San Francisco International Airport. To make possible a single transit ticket that can be used for all Bay Area transit services, MTC has spearheaded the TransLink® project with the region's transit operators; a six-month TransLink® demonstration will be launched in fall 2000.

MTC operates – In recent years, MTC also has added to its activities some "hands-on" projects to promote the efficient monitoring and operation of the regional transportation network. As the Service Authority for Freeways and Expressways, MTC — in partnership with the California Highway Patrol and California Department of Transportation — oversees the installation and operation of call boxes along Bay Area freeways and administers a roving tow truck service to quickly clear incidents from the region's most congested roadways. Since October 1996, the Bay Area Advanced Traveler Information System, or TravInfo™, has used new, intelligent transportation technologies to provide the public with real-time transit, traffic and ride-sharing data.

A pioneering, computer-based Pavement Management System developed by MTC staff is helping Bay Area cities and counties to better maintain their local streets and roads. (See pages 19–20 for more information on these and other projects.)

MTC advocates – Whether testifying in Washington or Sacramento to garner funds for a Bay Area rail project, or making a case for a change in policy to cut red tape, MTC promotes Bay Area interests to the state and federal governments. As the regional transportation agency representing nine Bay Area counties, MTC is able to broker agreements between numerous local agencies. By presenting a unified front, the region is in a better position to win support from the state and the feds for regional priorities.

How does MTC work with its public and private transportation partners?

To manage a transportation system owned and operated by scores of different agencies — with hundreds of different facilities, ranging from sidewalks to jet runways — strong organizational links must be formed. Toward this end, MTC has formed a coalition of some three dozen federal, state, regional and local institutions responsible for transportation and environmental quality in the Bay Area. This group, known as The Bay Area Partnership, includes not only Caltrans (the California Department of Transportation) and local transit operators, but representatives from county-level congestion management agencies (CMAs), airports and seaports, as well as other regional, state and federal transportation and environmental-protection agencies.

The Partnership meets regularly to coordinate plans and develop strategies to efficiently manage the region's transportation assets. The work of the Partnership reflects its commitment to operate the transportation network as a single, well-integrated system.

In a special effort to identify and nurture small-scale, community-oriented transportation investments, MTC created the Transportation for Livable Communities (TLC) program to provide planning and capital grants. TLC funds projects — such as streetscapes and pedestrian-, transit- and bicycle-oriented developments — that result from unique partnerships between local jurisdictions, community organizations, transportation service providers and the development community.

How are commissioners selected?

MTC's 19-member panel — 16 of them voting members — is selected as follows. Fourteen voting members are appointed directly by local elected officials. In each of the more populous

counties — Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara — two commissioners are appointed, one by the county's council of mayors and councilmembers (in San Francisco, by the mayor) and one by the county board of supervisors. In each of the less populous counties — Marin, Napa, Solano and Sonoma — the county's council of mayors and councilmembers nominates up to three candidates to the board of supervisors, which selects one commissioner. Because of this system, most commissioners are local elected officials.

Aside from the local appointments, two voting MTC members represent regional agencies: the Association of Bay Area Governments (ABAG) and the San Francisco Bay Conservation and Development Commission (BCDC). In addition, there are three nonvoting members. They represent the state's Business, Transportation and Housing Agency, as well as the federal Housing and Urban Development Department and the United States Department of Transportation.

The Commission meets once a month, on the fourth Wednesday. All commissioners serve four-year terms and may be reappointed. The chair and vice chair, elected by voting members of MTC, serve two-year terms.

Getting Involved in MTC Activities

The following pages offer an overview of MTC's role in planning, financing and coordinating Bay Area transportation. See page 21 to find out how you can participate in or track MTC actions.

Planning for The Future

MTC's *Regional Transportation Plan*

One of MTC's most important functions is preparation of a *Regional Transportation Plan* (RTP) for the nine-county San Francisco Bay Area. The RTP is a blueprint to guide the region's transportation development for a 20-year period. Updated every two years to reflect changing conditions and new planning priorities, it is based on projections of growth and travel demand coupled with financial assumptions.

Federal directives embodied in the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), its 1998 successor, the Transportation Equity Act for the 21st Century, or TEA 21, and 1990 amendments to the federal Clean Air Act (CAA) require that the RTP include only those projects that the region can afford. Further, the projects included, taken as a whole, must not worsen air quality.

The RTP process includes extensive public consultation and outreach to various agencies and citizens. This outreach is critical, since no transportation project in the region can move forward unless it is found to be consistent with regional goals, and thus included in the RTP. The *Regional Transportation Plan* currently in effect was adopted in October 1998, and amended in May 1999. It will be updated in 2000.

Fast Facts

From the 1998 Regional Transportation Plan

Bay Area Demographic Forecasts

	1990	2020	% Change
Employment	3,070,704	4,373,700	+42%
Population	6,020,147	7,774,400	+29%
Urban Core Population [1]	4,226,281	5,046,300	+19%
Exurban Population	1,793,866	2,728,100	+52%

Sources: U.S. Decennial Censuses and ABAG's *Projections 98*

[1] "Urban Core" refers to the incorporated cities that ring San Francisco Bay, from San Rafael and Richmond in the north to San Jose in the south.

Bay Area Travel Activity Forecasts

	1990	2020	% Change
Total Daily Person Trips	18,076,300	24,715,600	+37%
Auto (including carpool)	14,964,000	20,799,000	+39%
Transit	1,221,200	1,582,000	+30%
Bicycle/Walk	1,891,000	2,334,600	+23%
Average Daily Vehicle Miles Traveled			
Regional	93,643,000	136,590,000	+46%
Interregional [2]	14,065,000	30,201,000	+115%
Average Travel Time to Work			
Time (minutes)	24.5	26.9	+10%
Distance (miles)	11.2	12.3	+10%

Source: MTC forecasts

[2] Interregional trips are those that begin or end outside of the nine-county Bay Area.

The Bay Area Transportation Blueprint for the 21st Century and Other Key Planning Projects

MTC is leading a regional effort — known as the Bay Area Transportation Blueprint for the 21st Century — to evaluate various strategies and proposals to improve the region's highway and transit networks, ranging from rail extensions to express buses to high-speed ferries. Since these improvements are beyond the reach of current financial resources and therefore cannot be included in the *Regional Transportation Plan*, MTC's goal is to weave them into a single blueprint, with a financial plan that ties together proposed new transportation funding measures with specific projects. The plan would help guide voters who would be asked to approve any new funding sources in the year 2000 and beyond.

Aside from long-range planning, MTC studies or participates in studies of various travel corridors to determine the best way to improve a particular route, given factors such as time and money, and land-use, environmental and community goals. Recent corridor studies have proposed specific improvements for the Interstate 80 Corridor leading to the Bay Bridge, along Interstate 580 over the Altamont Pass, and on Highway 37 in the North Bay. New studies of the Interstate 680/Sunol Grade Corridor and the Route 24/Caldecott Tunnel Corridor are now under way.

MTC planners track data from the U.S. Census, conducted once a decade, to study the comings and goings of Bay Area commuters. The information, along with other travel surveys from a variety of sources, is used to forecast travel demand, plan transit routes, and prepare local general plans.

How a Project Gets Funded

Typical Stages in the Development and Funding of Transportation Projects

Symbol is used to indicate best public participation opportunities. (All the stages listed on this page, however, are open to comment by the public.) MTC encourages public participation in Bay Area transportation decision-making — especially during the earlier stages of the project development process, when citizen involvement is most effective. Additional information on the project funding process can be found on page 15.

1 Idea – The process starts when a particular transportation need is identified or a new idea put forward. This first step can be taken by members of the public, a private business, a community group or a public agency.

2 Define Project – The project idea must be adopted by a formal sponsor — usually a government entity — which refines the initial idea and develops clear project specifications.

3 Local Review – In many cases, the project must first be presented for review to the local authorities, such as a municipal planning commission, local transit agency, city council or county board of supervisors. Some projects can be approved at the local level (e.g., street repairs) and financed with local dollars.

4 County CMA Review – To be eligible for certain state and federal funds, other (typically larger) projects must be cleared through the county-level congestion management agencies (CMAs).

5 MTC Program Review – All projects competing for state and federal funds are reviewed by MTC as part of the preparation of the *Regional Transportation Plan* (RTP) and *Transportation Improvement Program* (TIP). At MTC, public participation is welcomed at committee-level and commission-level meetings, as well as at special public hearings.

6 State Program – Projects reviewed and approved by MTC for state funding are included in the *Regional Transportation Improvement Program* (RTIP), which is considered for inclusion in the *State Transportation Improvement Program* (STIP).

7 Federal Program – Projects of all types — bus, rail, highway, bicycle, etc. — reviewed and approved by MTC for eligibility for federal funds are included in the *Transportation Improvement Program* (TIP). The federal document, being the most comprehensive, also includes many of the projects listed in the state program.

8 Grant Allocation (Funding) – Projects listed in the multiyear state and federal programs are reviewed again by MTC on a project-by-project basis to assure state and federal requirements are met. Approved projects are forwarded to the state or federal authorities for the final award of funds.

The Funding Pipeline

Imagine if you can a pipeline flowing from Washington, D.C. and Sacramento to the Bay Area that is augmented by some huge local supply lines. The pipes take a tortuous path, shooting off in all directions. There are a number of shut-off valves. There seems to be a lot of liquid flowing from the tap, yet there is always a thirst for more.

This plumbing analogy might be used to describe transportation finance in California and the Bay Area. With a seemingly endless array of funding categories, programs and associated acronyms, it is a complicated process that provides an essential service to many but is understood by only a few.

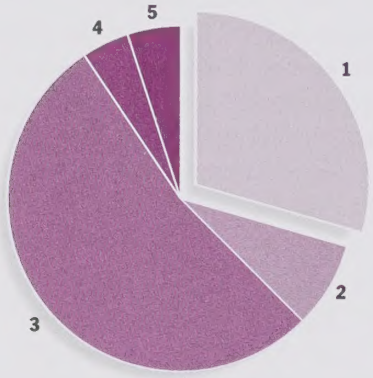
Another way to look at transportation funding is to view it as the means of implementing the goals embraced in the planning process. Dollars are invested in ways that bolster local, regional, state and federal objectives. When you get right down to it, while there are a variety of funding pots or sources, the funds themselves always fall into one of two categories: money for ongoing operations and maintenance of existing highways, streets, bikeways and transit services; and money for capital investments, such as new rail lines, buses, bike paths or a new highway lane.

The chart on page 15 illustrates transportation expenditures projected for the Bay Area over the next 20 years, assuming no increases in transportation revenues.

Ongoing Operations and Maintenance

Over 80 percent of the funding that comes to the Bay Area is needed just to operate and maintain the existing transportation system. Buses need drivers and roads, bridges and transit systems require sizable investments for their upkeep. In this category fall such expenses as: filling potholes and resurfacing streets and roads; strengthening bridges and overpasses to withstand a major earthquake; buying fuel and paying drivers' and mechanics' salaries; providing special transit service for elderly and disabled persons who cannot use regular transit; and integrating new technology to smooth traffic and alert travelers to road and transit conditions. (A sampling of these operations-oriented projects is included in "Keep It Moving!" on pages 19–20.)

Projected Bay Area Transportation Revenues 1999–2018



State and Federal Revenues **$26.5 billion (30%)**

1 Federal/State Transportation Programs, Gas Taxes

Local Revenues **$63.2 billion (70%)**

2 Transportation Development Act (TDA) 1/4¢ sales tax $7.3 billion

3 Other Local Funds: gas tax subventions, property tax, permanent 1/2¢ sales tax (five counties), general funds, transit fares, fees $47.5 billion

4 Temporary 1/2¢ sales tax (five counties) $4.1 billion

5 Bridge Tolls $4.3 billion

Total Revenues **$89.7 billion (100%)**

Source: 1998 *Regional Transportation Plan*

To complicate matters, some of the money that comes to the region for transportation is targeted for building new transportation facilities and cannot be used for operations and maintenance. Thus, a community might have funding to build a new rail extension, but may lack the money to operate the new service once it is on line. And, at present, such operating funds are in short supply. The 1998 update to MTC's *Regional Transportation Plan* has identified a $5.6 billion shortfall in funds needed for the upkeep of local streets and roads, and a $400 million gap in mass transit operating funds over 20 years.

Capital Investments

Beyond maintenance and operations, less than one-fifth of the funding that comes to the region is available for new transportation investments, referred to as "capital" projects in transportation circles. These capital improvements — be they rail extensions, new roads or new bus transfer stations — require years of public review, planning and design before any construction begins.

As with ongoing operation and maintenance of the existing system, there are many more ideas for improvements to the transportation network than there are funds available. This is not surprising when you consider the hefty price tag that some transportation projects carry. For example, the Interstate 680/Highway 24 interchange in Walnut Creek cost in the neighborhood of $350 million. Extending BART 12 miles from San Leandro to Castro Valley and Dublin/Pleasanton cost over

$500 million. And the soundwalls springing up alongside freeways in the region are priced at approximately $1 million per mile.

Where does the funding come from?

Most transportation sources originate with taxpayers, who pay fuel, sales or other taxes and fees. As illustrated in the chart on page 14, in the Bay Area, the bulk of the moneys are generated locally, with smaller portions coming from state and federal sources.

Listed on the chart on pages 16 and 17 are some of the major funding categories.

How do transportation projects get funded?

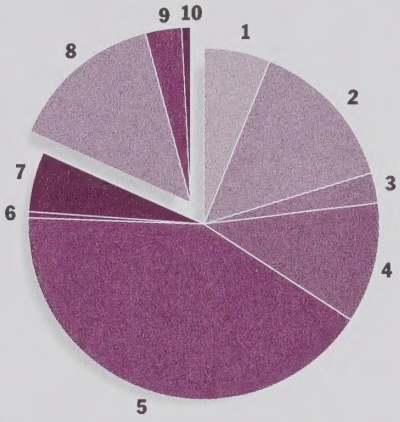
Transportation funds are committed to projects, or "programmed," in two ways:

Transportation Improvement Program

MTC prepares the federally required *Transportation Improvement Program,* or TIP, every two years with the cooperation of local governments, transit operators and Caltrans. The TIP is a comprehensive, multiyear transportation spending plan for the region that lists every transportation project that will receive even a penny of federal funds or that is subject to a federally required action, such as a review for its impact on air quality. TIPs must "conform" to federal Clean Air Act requirements (meaning the projects, taken as a whole, must not worsen air quality). As the primary spending plan for the

Projected Bay Area Transportation Expenditures 1999–2018

(Does not include private expenditures or seaport and airport operations)



Maintenance of Existing System		**$73.3 billion (82%)**
1	State Highway Maintenance	$5.7 billion
2	Repairing Local Streets and Roads	$12.5 billion
3	State Toll Bridge and Golden Gate Bridge Seismic Retrofit	$2.6 billion
4	Transit Capital Replacements	$10 billion
5	Transit Operations	$37 billion
6	System Management	$0.5 billion
7	State Highway Operations	$5 billion
System Improvements		**$16.4 billion (18%)**
8	Highway, Transit and Street Improvements	$12.9 billion
9	Toll Bridge Improvements	$3 billion
10	Community Vitality, Bicycle/Pedestrian Pathways	$0.5 billion
Total Expenditures		**$89.7 billion (100%)**

Source: 1998 *Regional Transportation Plan*

Major Transportation Funding Categories

Local Funding Categories	Approximate Annual Amount for the Bay Area
Permanent 1/2¢ sales taxes for transit *(local taxes in five Bay Area counties; for public transit operations, including BART SamTrans and Santa Clara VTA; known as AB 1107 funds in the three BART counties)*	$416 million
Temporary 1/2¢ sales taxes *(local taxes; fund voter-approved projects, including transit and highways; in five Bay Area counties. Duration is nine to 20 years.)*	$394 million
Transit Fares *(passenger fares; for transit capital and operations)*	$370 million
Transportation Development Act *(locally authorized; 1/4¢ of state sales tax; for transit capital and operations, pedestrian/bicycle paths, transit for elderly and disabled persons, local streets (in rural areas only))*	$312 million
State-owned Bridge Tolls *($1 base toll, collected from bridge users; for maintenance of bridges and for voter-approved Regional Measure 1 projects)*	$135 million
Gas Tax Subventions *(fuel tax; for local street and road maintenance)*	$130 million
Seismic Retrofit Bridge Tolls *($1 surcharge on state-owned bridges; for earthquake retrofit of state-owned bridges. Expires in 2008.)*	$115 million
Property Taxes *(local taxes, in three Bay Area counties; for public transit operations, including BART and AC Transit)*	$88 million
Golden Gate Bridge Tolls *($3 bridge toll; for maintenance, rehabilitation, seismic retrofit and operation of the Golden Gate Bridge, capital and operating costs for Golden Gate Transit buses and ferries)*	$59 million
Transportation Fund for Clean Air *($4 vehicle registration fee, for transportation programs that improve air quality)*	$20 million
Transportation for Livable Communities (TLC) *(STP and CMAQ funds; bicycle, pedestrian, transit or other projects that enhance community vitality)*	$9 million
SAFE (Service Authority for Freeways and Expressways) *($1 vehicle registration fee; for motorist-aid programs, such as call boxes and Freeway Service Patrols)*	$5 million

region, the TIP is one of the principal means of implementing the goals and priorities identified in the *Regional Transportation Plan*.

State Transportation Improvement Program

To receive state funding, most projects (such as a new roadway or highway lane, a new rail line or rail extension) must be included in the *State Transportation Improvement Program*, or STIP. Covering a four-year span and updated every two years, the STIP is a blueprint for spending available federal and state funds throughout California.

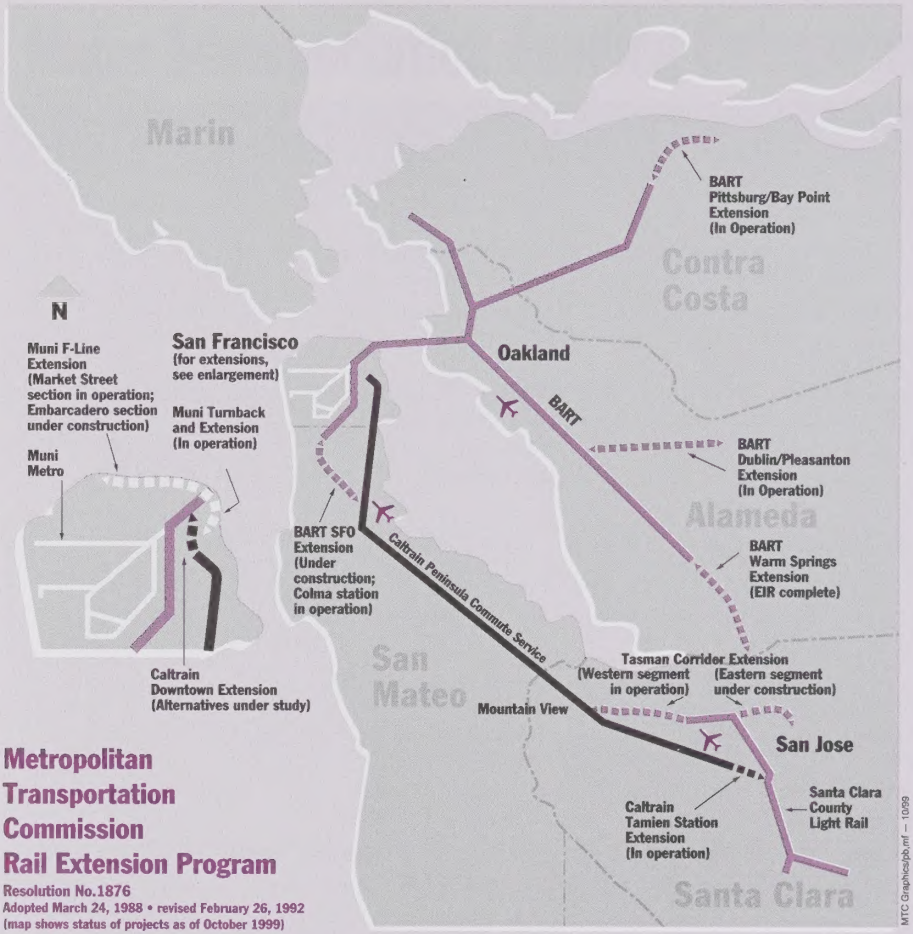
The bulk (75 percent) of the STIP consists of spending programs developed at the regional level throughout the state, called *Regional Transportation Improvement Programs* (RTIPs). MTC prepares the Bay Area's RTIP, which is forwarded to the California Transportation Commission (CTC) — a statewide panel appointed by the governor. In turn, the CTC must accept or reject the RTIP in its entirety and

State Funding Categories	Approximate Annual Amount for the Bay Area
State Transportation Improvement Program (STIP) *(federal and state fuel tax funds)*	
• Regional Transportation Improvement Program *(for freeways, carpool lanes, rail lines, transit stations and road rehabilitation)*	$110 million
• Interregional Transportation Improvement Program *(for intercity rail, interregional road or rail ecpansion projects outside urban areas, and projects of statewide significance)*	*Discretionary, varies annually*
State Highway Operations and Protection Program *(state fuel tax; for bridge and highway repairs, seismic retrofit, safety improvements)*	$50 million
State Transit Assistance *(certain state taxes on fuel; for transit capital and operations, and for special transit for elderly and disabled persons)*	$37 million
Federal Funding Categories	**Approximate Annual Amount for the Bay Area**
Federal Transit Act Section 5307 — Formula Funds *(federal fuel tax and general fund; for transit purchases, including buses, trains, ferries, vans and support equipment, and for preventive maintenance and ADA-required paratransit service)*	$156 million
Federal Transit Act Section 5309 — New Starts *(discretionary funding, derived from the federal fuel tax and general fund; for purchase of buses, improvements to bus facilities, and for guideways, including rail extensions, new rail systems, and ferries)*	*Discretionary, varies annually*
Federal Transit Act Section 5309 — Fixed Guideway *(federal fuel tax and general fund; for purchase of rail cars, ferries, rail track and facilities)*	$78 million
Surface Transportation Program (STP) *(federal fuel tax, for most capital projects including highways, rail and bus transit, local streets, port facilities, bicycle and pedestrian projects, etc.)*	$57 million
Congestion Mitigation & Air Quality Improvement Program (CMAQ) *(federal fuel tax; for projects to reduce vehicle emissions and traffic congestion)*	$57 million
Highway Bridge Replacement and Rehabilitation Program *(federal fuel tax; replacement or rehabilitation of roadway bridges)*	$14 million
Transportation Enhancement Activities and Transit Enhancements *(federal funding; for scenic beautification, bicycle/pedestrian facilities, historic rail depot upgrades, bus shelters, access for disabled persons, etc.)*	$6 million

See MTC's companion publication, Moving Costs: A Transportation Funding Guide for the San Francisco Bay Area *for a more complete listing of funding categories as well as which agencies make the funding decisions.*

send it back to the region for revision.

Caltrans proposes a funding plan for the CTC to adopt for the remaining 25 percent of the STIP funding. This element of the STIP is known as the *Interregional Transportation Improvement Program*, or ITIP. It is intended to address transportation infrastructure needs that cross metropolitan boundaries and link the state's transportation system together.



MTC's Regional Rail Agreement (Resolution 1876)

One outcome of MTC planning and financing programs is the Bay Area's rail extension program. This $4.1 billion funding agreement calls for the extension of several rail lines in the San Francisco Bay Area: an extension of BART lines (including to San Francisco Airport, Pittsburg/Bay Point, Dublin/Pleasanton and Warm Springs), an extension of the Santa Clara County light-rail system along the Tasman Corridor (west to Mountain View and east through San Jose and Milpitas), an extension of the Caltrain commuter rail system into downtown San Francisco, as well as San Francisco Muni Metro rail extensions.

First adopted by MTC in 1988 (MTC Resolution 1876), the rail extension agreement represents a regional consensus on investing limited rail transportation funding. Such a consensus is needed to garner federal and state funding to match locally raised revenues.

Keep It Moving!

Operating the Bay Area Transportation Network

Aside from planning and financing, MTC is working on a number of operational initiatives to make better use of the transportation system we have:

Freeway Service Patrol – Sponsored by the MTC Service Authority for Freeways and Expressways (SAFE) in partnership with Caltrans and the California Highway Patrol (CHP), the Bay Area's Freeway Service Patrol (FSP) is a fleet of roving tow trucks that are on the lookout for stalls and accidents during peak commute hours. By mid-1999, some 60 tow trucks were patrolling more than 330 miles of the region's most congested freeways. FSP drivers stop more than 8,000 times a month, on average, to rescue stranded motorists, clear dangerous road debris, tag abandoned vehicles and otherwise help make the Bay Area's freeways safer and less congested. Tow truck drivers can change flat tires, assist with minor mechanical repairs and provide a gallon of gas, all free of charge.

Call Boxes – The bright yellow call boxes along Bay Area freeways are there courtesy of the MTC SAFE and the CHP. Some 3,500 roadside call boxes are in operation, providing motorists in need of mechanical assistance with a direct line to the CHP. The boxes contain specially designed cellular phones that operate using solar-powered batteries. The program is funded through an annual $1 fee added to vehicle registrations. Some 200,000 calls for help are made annually from the call boxes.

TravInfo™ (817-1717) – Launched in September 1996, TravInfo™ uses a variety of methods and advanced technologies to gather, organize and disseminate timely information to the public on travel in the Bay Area. Using a regional network of sources, including roving FSP tow trucks and below-ground road sensors, TravInfo™ closely monitors traffic conditions on roads throughout the region. Travelers can get up-to-the-minute traffic reports — as well as information on current public transit routes and schedules, ridesharing, park-and-ride lots, bikeways, and van and taxi services for disabled travelers — by calling the TravInfo™ telephone number, 817-1717, from anywhere in the nine Bay Area counties. Internet users can access TravInfo™

online at <www.travinfo.org>. Organizations and private-sector partners also may use or customize TravInfo™ data and offer it to their customers through products such as pagers, cellular phones, in-vehicle navigation systems and Web pages.

TransLink® Universal Ticket – MTC is leading an effort toward one "universal" ticket — called TransLink® — that will be good on all of the region's mass transit systems. TransLink® will be tested in the fall of 2000 in a pilot project involving six Bay Area transit operators. After evaluating the results, MTC will expand the program to other transit agencies in the region.

"Getting There on Transit" – This free pocket-sized guide includes directions to 250 popular destinations in the nine-county region that are easily reached by bus, ferry or rail. The guide features 16 full-color regional and local route maps; contact information for 33 bus, rail and ferry operators; a directory of special taxi and van services for elderly and disabled riders; and airport connections. (See the reply card at the back of this guide for information on ordering your guide to regional transit.)

www.transitinfo.org – Internet users can get instant online access to routes and schedules for all major transit operators in the Bay Area — as well as over 40 other smaller or interregional services — via the Bay Area Transit Information Project (BATIP). BATIP's award-winning Web site, <www.transitinfo.org>, also features system maps for most transit operators, and individual route maps for several services.

Commuter Check™ – This program allows employers to offer a tax-free benefit to employees who commute on public transit or in qualified vanpools. Employers purchase vouchers, good for tickets on Bay Area transit systems or for vanpool costs, and either give the vouchers to employees as a benefit on top of their existing salaries or deduct the vouchers' cost from employees' pre-tax salaries. Either way, employees save on income taxes and employers save payroll taxes. Employees may receive up to $65 a month in Commuter Checks.

Regional Rideshare Program – MTC promotes and facilitates carpooling as a commute alternative to reduce congestion on Bay Area roads. With services provided under contract by RIDES for Bay Area Commuters (RIDES) and, in Solano County, by Solano Commuter Information, an automated ridematching system assists commuters in forming carpools and vanpools. Commuters and employers learn about the services through worksite demonstrations and special promotional events.

Pavement Management System – This cooperative effort between MTC and more than 80 local jurisdictions surveys and evaluates options for improving the maintenance of local streets and roads. MTC provides computer software and technical assistance to help cities and counties extend the life of pavement and thus stretch local budgets further.

Plugging Into The Process:

MTC's Public Involvement Activities

Want to get involved in MTC's activities? Contact the MTC Public Information Office at 510.464.7787. Public information officers are available to answer questions from the public about MTC and provide information about participating in MTC citizen advisory committees.

Information on MTC's activities also is available over the Internet at <www.mtc.ca.gov>.

Following is some basic information on MTC operations:

MTC Works Through Standing Committees

Matters on the Commission agenda usually come in the form of recommendations from MTC standing committees. Much of the nitty-gritty work of MTC is done at the committee level, thus the public is encouraged to participate at this stage. MTC meetings are open to the public; to confirm dates, times and locations, call 510.464.7787.

MTC standing committees that meet the second Wednesday of the month:

Administration – oversees the operation and management of the Commission staff, approves consultant contracts and sets agency financial policies (meets at 9: 30 a.m.).

Programming and Allocations – recommends programming of funds for projects in the *State Transportation Improvement Program* and the federal *Transportation Improvement Program*, and reviews projects for consistency with regional priorities and air quality laws (meets at 10:30 a.m.*).

BATA Oversight – oversees the work of the Bay Area Toll Authority (BATA), which serves as fiscal watchdog for the revenue generated by the region's seven state-owned bridges as well as for a $1.3 billion program to update and expand the bridges (meets at 11 a.m.*).

MTC standing committees that meet the second Friday of the month:

Planning and Operations – recommends revisions to the *Regional Transportation Plan* — MTC's evolving 20-year blueprint for Bay Area transportation — and oversees MTC's operational and transit coordination activities (meets at 9:30 a.m.).

Legislation – recommends MTC legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation programs (meets at 10:30 a.m.*).

SAFE Operations – directs the work of motorist-aid programs administered by the MTC Service Authority for Freeways and Expressways (SAFE), including the region's call box and Freeway Service Patrol network (meets at 11 a.m.*).

**These meetings start at the time shown, or immediately following the previous meeting, whichever occurs later.*

Citizen Advisory Committees Provide Important Feedback

To ensure that a wide spectrum of views is considered in developing transportation policy in the Bay Area, MTC has set up several citizen advisory committees, including:

MTC Advisory Council – Established in 1995, the Advisory Council is the most broadly based of MTC's citizen participation groups. The Council is composed of representatives from nine interest categories — academia, business, community, environmental, labor, transportation users, freight, minority, and elderly and disabled. The Advisory Council meets every other month to provide advice on *Regional Transportation Plan* revisions, legislative initiatives, funding priorities and other key subjects.

Elderly and Disabled – Advises MTC regarding issues of concern to the elderly and to persons with disabilities, including access to transportation services and implementation of the Americans With Disabilities Act. This federal civil rights law requires, among other things, that public transit operators make their systems accessible to disabled persons.

Minority Citizens – Advises MTC to ensure that the views and needs of minority communities are adequately reflected in MTC policies. The Commission appoints members from the nine Bay Area counties covering the region's major ethnic minority groups.

Freight – Established by MTC in response to the new focus in 1991 federal transportation legislation on freight movement, MTC's Freight Advisory Council is made up of representatives of trucking, shipping, rail and air cargo interests. The group reviews MTC's plans and funding programs, and recommends ways to improve freight connections.

Public Information Services – Newsletters, Agendas and More!

Public Information staff (510.464.7787) can provide interested citizens with agendas, meeting notices and accompanying materials for meetings of the Commission and its committees and advisory panels. They also issue news releases on MTC programs and actions, and arrange for MTC staff and commissioners to make presentations in the community.

Monthly Meeting Schedule

A tentative schedule of MTC meetings is published each month by MTC's Public Information Office. Interested citizens can receive copies of this meeting schedule, as well as specific meeting agendas (see the reply card at the back of this guide for further information).

Newsletter and Annual Report

To keep the public informed of MTC's activities as well as about general transportation news for the Bay Area, MTC publishes a monthly newsletter, *Transactions.* Approximately 7,500 copies are circulated free of charge to interested citizens, the news media, public officials, legislators, transit staff, national transportation groups, environmental groups, business groups and libraries, and each issue is posted on MTC's Web site. One issue of the newsletter (generally in February) contains MTC's annual report, with information about MTC grants and expenses.

Upon request, MTC publications can be transferred to a format that is accessible to persons with disabilities. (See the reply card at the back of this guide for information about getting MTC's *Transactions* newsletter.)

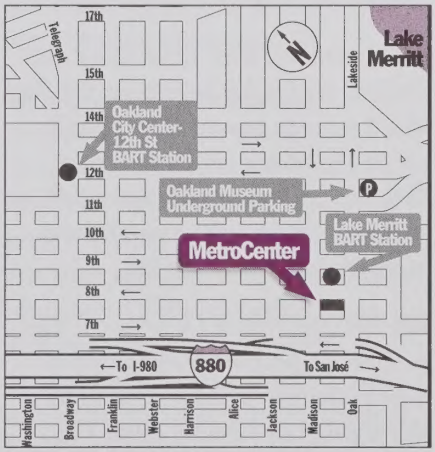
Library Services – Information for the Asking

To get the latest word on transportation planning, demographics, economic indicators, public policy issues and regional issues, contact the MTC-ABAG Library. MTC reports, brochures and studies are available to the public through the library, as are other periodicals and publications. The MTC-ABAG Library can provide answers to your questions by phone, fax or in person, and also offers free public access to the Internet. Located on the first floor of MTC's offices, the library is open 8:30 a.m. to 5 p.m., Monday through Friday; its telephone number is 510.464.7836.

To request a copy of a specific MTC publication, contact the library by fax at 510.464.7852; via e-mail at <library@mtc.ca.gov>; or use the online order form on MTC's Web page (click Library on the navigation bar at <www.mtc.ca.gov>).

Visiting MTC Offices

MTC's main business office — and the site of Commission and committee meetings, as well as the MTC-ABAG Library — is at the Joseph P. Bort MetroCenter, located at Eighth and Oak streets in Oakland. (Some MTC staff have offices at a separate, downtown Oakland location.) Hours for the MetroCenter are 8 a.m. to 5 p.m. Monday through Friday (holidays excepted). The building is adjacent to the Lake Merritt BART station, and several AC Transit lines stop within a few blocks. The MetroCenter also is easily accessible via Interstate 880 or Interstate 980. Both street and garage parking are available nearby.



Citizens' Guide to "Transportationese"

We've tried in this guide to spare readers as much jargon as possible. Inevitably in the transportation arena, however, confusing lingo will cloud communication. For that we apologize and hope that one day "transportationese" will be a forgotten dialect. Until that day, interested citizens can make use of the following glossary of acronyms and terms:

ABAG *Association of Bay Area Governments:* A voluntary association of counties and cities that is the land-use planning agency for the nine-county San Francisco Bay Area. Also provides demographic, financial, administrative, training and conference services to local governments and businesses. A member sits on MTC.

ADA *Americans With Disabilities Act:* Federal civil rights legislation for disabled persons passed in 1990; calls on public transit systems to make their services more fully accessible, as well as to underwrite a parallel network of paratransit service.

AVO *Average Vehicle Occupancy:* The number of people traveling by private passenger vehicles divided by the number of vehicles used. The AVO during commute hours for the Bay Area in 1990 was 1.097.

AVR *Average Vehicle Ridership:* The ratio of all people traveling by any mode — including cars, buses, trains and bicycles (or telecommuting) — in a given area during a given time period to the number of cars on the road. A key measure of the efficiency and effectiveness of a transportation network; the higher the AVR, the better you're doing in terms of energy consumption and air pollution.

BAAQMD *Bay Area Air Quality Management District:* (Also known as the Air District, since the acronym seems to take longer to say than the full name.) Regulates industry and employers to keep air pollution in check and sponsors programs to clean the air. The Air District works with MTC and the Association of Bay Area Governments on issues that affect transportation, land use and air quality.

BATA *Bay Area Toll Authority:* Entity created by the state Legislature to administer the base $1 toll from the Bay Area's seven state-owned toll bridges, a responsibility previously held by the CTC. MTC began operations as BATA Jan. 1, 1998.

Bay Area Partnership: Often referred to simply as "The Partnership," this is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county CMAs, city and county public works departments, ports, Caltrans, U.S. DOT) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency and operation of the Bay Area's transportation network, including developing strategies for financing transportation improvements.

BCDC *San Francisco Bay Conservation and Development Commission:* A state-established agency with jurisdiction over filling and dredging of San Francisco Bay and limited jurisdiction over development within 100 feet of the Bay; a representative sits on MTC.

CAA *Clean Air Act:* Federal legislation that requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan, or SIP. The sweeping 1990 amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (or CCAA) sets even tougher state goals.

Caltrans *California Department of Transportation:* The state agency that operates California's highway system.

Capital revenues: Moneys dedicated for new projects to cover one-time costs, such as construction of roads, transit lines and facilities or purchase of buses and rail cars.

CHP *California Highway Patrol:* State law enforcement agency responsible for highway safety, among other things.

CMA *Congestion Management Agency:* A countywide agency responsible for preparing and implementing a county's Congestion Management Program. CMAs came into existence as a result of state legislation and voter approval of Prop. 111 in 1990. Subsequent legislation made optional the requirement for counties to have a CMA. Most Bay Area counties still have them.

CMAQ *Congestion Mitigation and Air Quality Improvement Program:* A pot of federal money contained in TEA 21 for projects and activities that reduce congestion and improve air quality, both in regions not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.

CMP *Congestion Management Program:* CMPs are prepared by Congestion Management Agencies (see entry under "CMA," above) to meet eligibility requirements for certain state and federal funds. Updated biennially, CMPs set performance standards for roads and public transit, and show how local jurisdictions will attempt to meet those standards. CMP's were initially required of every county in California with a population of 50,000 or more, but 1996 legislation allows counties to opt out of CMP requirements under certain conditions.

Conformity: A process in which transportation plans and spending programs are reviewed to ensure that they are consistent with federal clean air requirements; transportation projects collectively must not worsen air quality.

CTC *California Transportation Commission:* A state-level version of MTC that sets state spending priorities for highways and transit and allocates funds. Its nine members are appointed by the governor.

Flexible funding: Unlike funding that flows only to highways or only to transit by a rigid formula, this is money that can be invested on a range of transportation projects. Examples of flexible funding categories include the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement program.

HOV Lane *High-Occupancy-Vehicle Lane:* The technical term for a carpool lane, commuter lane or diamond lane.

Intermodal: The term "mode" is used to refer to and to distinguish from each other the various forms of transportation, such as automobile, transit, ship, bicycle and walking. Intermodal refers specifically to the connections between modes.

ISTEA *Intermodal Surface Transportation Efficiency Act:* Pronounced "Ice Tea," this landmark federal legislation signed into law in 1991 made broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, but much of its program structure is carried forward in new federal legislation (see TEA 21).

ITIP *Interregional Transportation Improvement Program:* A state funding program intended to address needs that cross metropolitan boundaries. Caltrans nominates and the CTC approves a listing of interregional highway and rail projects for 25 percent of the funds to be programmed in the STIP (the other 75 percent are RTIP funds).

MPO *Metropolitan Planning Organization:* A federally required planning body responsible for the transportation planning and project selection in its region; the governor designates an MPO in every urbanized area with a population of over 50,000 people. MTC is the Bay Area's MPO.

MTC *Metropolitan Transportation Commission:* The transportation planning, financing and coordinating agency for the nine counties that touch San Francisco Bay.

Multimodal: Refers to the availability of multiple transportation options, especially within a system or corridor. A multimodal approach to transportation planning focuses on the most efficient way of getting people or goods from place to place, be it by truck, train, bicycle, automobile, airplane, bus, boat, foot or even a computer modem.

NHS *National Highway System:* This approximately 160,000-mile network consists of the 42,500 miles of the Interstate system, plus other key roads and arterials throughout the United States. Designated by Congress in 1995 pursuant to a requirement of the Intermodal Surface Transportation Efficiency Act, the NHS is designed to provide an interconnected system of principal routes to serve major travel destinations and population centers.

Operating revenues: Moneys used to fund general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying workers' salaries, and so forth.

Program: (1) *verb,* to assign funds to a project that has been approved by MTC, the state or other agency; (2) *noun,* a system of funding for implementing transportation projects or policies, such as through the *State Transportation Improvement Program* (see STIP).

RTCC *Regional Transit Coordinating Council* Created by state statute and overseen by MTC, the RTCC was created in 1992 to better coordinate transit routes, schedules, fares and transfers throughout the Bay Area, and to explore potential advantages of joint ventures in areas such as marketing, maintenance and purchasing. Membership in the RTCC includes the senior managers of the region's transit agencies. The RTCC also functions as a standing committee of The Bay Area Partnership (see page 7), an MTC-led body of transportation and environmental agencies.

RTIP *Regional Transportation Improvement Program:* A listing of highway and transit projects that the region hopes to fund; compiled by MTC every two years from priority lists submitted by local jurisdictions. The CTC must either approve or reject the RTIP list in its entirety. Once the CTC approves an RTIP, it is combined with those from other regions to comprise 75 percent of the funds in the STIP.

RTP *Regional Transportation Plan:* A blueprint to guide the region's transportation development for a 20-year period. Updated every two years, it is based on projections of growth and travel demand coupled with financial projections. Required by state and federal law.

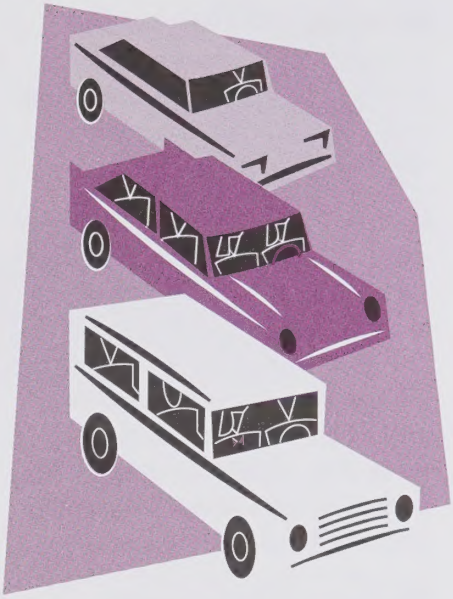
RTPA *Regional Transportation Planning Agency:* A state-designated agency responsible for preparing the *Regional Transportation Plan* and the *Regional Transportation Improvement Program,* administering state funds, and other tasks. MTC is the Bay Area's RTPA.

SAFE *Service Authority for Freeways and Expressways:* As the region's SAFE, MTC — in partnership with the California Highway Patrol and California Department of Transportation — oversees the installation and operation of call boxes along Bay Area freeways and administers a roving tow truck service to quickly clear incidents from the region's most congested roadways. State legislation in 1987 created the MTC SAFE, which is funded in part through a $1 surcharge on motor vehicle registrations.

SIP *State Implementation Plan:* Here's a case where one term refers to two different — albeit related — documents. Metropolitan areas prepare regional SIPs showing steps they plan to take to meet federal air quality standards (outlined in the Clean Air Act). Several SIPs make up the statewide plan for cleaning up the air, also known as a SIP.

SOV *Single-occupant vehicle:* A vehicle with one occupant, the driver, who is sometimes referred to as a "drive alone."

STA *State Transit Assistance:* Provides funding for mass transit operations and capital projects.



STIP *State Transportation Improvement Program:* What the CTC ends up with after combining various RTIP's as well as a list of specific projects proposed by Caltrans. Covering a four-year span and updated every two years, the STIP determines when and if transportation projects will be funded by the state.

STP *Surface Transportation Program:* One of the key funding programs in TEA 21. STP monies are "flexible," meaning they can be spent on mass transit, pedestrian and bicycle facilities as well as on roads and highways.

TCM *Transportation Control Measure:* A strategy to reduce driving or smooth traffic flows in order to cut auto emissions and resulting air pollution. Required by the Clean Air Act, TCMs for the Bay Area are jointly developed by MTC and the Bay Area Air Quality Management District. Examples of

TCMs include roving tow truck patrols to clear stalls and accidents from congested roadways, new or increased transit service, or a program to promote carpools and vanpools.

TDA *Transportation Development Act:* State law enacted in 1971. TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes, they are collected by the state and allocated by MTC to fund transit operations and programs. In non-urban areas, TDA funds may be used for streets and roads under certain conditions.

TDM *Transportation Demand Management:* Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

TEA *Transportation Enhancement Activities:* A TEA 21 funding category. Ten percent of STP monies must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of TEA projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, acquisition of scenic or open space lands next to travel corridors, and murals or other public art projects.

TEA 21 *Transportation Equity Act for the 21st Century:* Passed by Congress in May 1998, this federal transportation legislation retains and expands many of the programs created in 1991 under ISTEA. Reauthorizes federal surface transportation programs for six years (1998-2003), and significantly increases overall funding for transportation.

TIP *Transportation Improvement Program:* This is the primary spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. MTC prepares the TIP every two years with the assistance of local governments, transit operators and Caltrans. It covers at least a three-year period.

TLC *Transportation for Livable Communities:* New funding program created by MTC in 1998 to fund small-scale, community- and transit-oriented projects that improve neighborhood vitality.

TOS *Traffic Operations System:* In the Bay Area, Caltrans and the CHP will monitor traffic flows by means of detectors embedded in pavement and closed-circuit television cameras, quickly dispatching tow trucks and other assistance. Message signs and broadcasts will alert drivers and transit riders to conditions ahead, while ramp metering will control traffic flows. All these devices together comprise the TOS.

TransLink®: MTC's prototype for a universal ticket valid on all transit modes, from BART to buses to ferries. TransLink® will be tested in a pilot project involving six Bay Area transit operators beginning in the fall of 2000.

U.S. DOT *United States Department of Transportation:* The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; headed by the secretary of transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others. There are also state DOTs (known as Caltrans in California).

VMT *Vehicle Miles Traveled:* The more cars there are on the road at the same time in the same area, the worse congestion will be. This term helps pin down the numbers. Reducing the growth of VMT can help ease traffic congestion and improve air quality.

Credits

The *Citizens' Guide to the Metropolitan Transportation Commission* was produced by MTC's Funding and External Affairs department.

Manager, Funding and External Affairs
Therese McMillan

Writer
Ellen Griffin

Editors
Catalina Alvarado and Joe Curley

Design
Sandra McHenry, Sandra McHenry Design
Peter Beeler

Graphic Production
Michael Fram

Illustration
Max Seabaugh

Graphic Assistance
Peter Beeler

Printing
TransBay Printing & Graphics

Special thanks to Marjorie Blackwell, Réka Goode, Brenda Kahn and David Murray of MTC for their careful review of and contributions to this guide.

Commission Roster

James T. Beall Jr., Chair
Santa Clara County

Sharon Brown, Vice Chair
Cities of Contra Costa County

Ralph J. Appezzato
Cities of Alameda County

Keith Axtell
U.S. Department of Housing and Urban Development

Sue Bierman
City and County of San Francisco

Mark DeSaulnier
Contra Costa County

Dorene M. Giacopini
U.S. Department of Transportation

Mary Griffin
San Mateo County

Mary V. King
Alameda County

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

John McLemore
Cities of Santa Clara County

Charlotte B. Powers
Association of Bay Area Governments

Jon Rubin
San Francisco Mayor's Appointee

Angelo J. Siracusa
San Francisco Bay Conservation and Development Commission

James P. Spering
Solano County and Cities

Kathryn Winter
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yahata
State Business, Transportation and Housing Agency

MTC Management Staff

Executive Director
Lawrence D. Dahms

Deputy Executive Director
Steve Heminger

General Counsel
Francis F. Chin

Notes

Credits

The *Citizens' Guide to the Metropolitan Transportation Commission* was produced by MTC's Funding and External Affairs department.

Manager, Funding and External Affairs
Therese McMillan

Writer
Ellen Griffin

Editors
Catalina Alvarado and Joe Curley

Design
Sandra McHenry, Sandra McHenry Design
Peter Beeler

Graphic Production
Michael Fram

Illustration
Max Seabaugh

Graphic Assistance
Peter Beeler

Printing
TransBay Printing & Graphics

Special thanks to Marjorie Blackwell, Réka Goode, Brenda Kahn and David Murray of MTC for their careful review of and contributions to this guide.

Commission Roster

James T. Beall Jr., Chair
Santa Clara County

Sharon Brown, Vice Chair
Cities of Contra Costa County

Ralph J. Appezzato
Cities of Alameda County

Keith Axtell
U.S. Department of Housing and Urban Development

Sue Bierman
City and County of San Francisco

Mark DeSaulnier
Contra Costa County

Dorene M. Giacopini
U.S. Department of Transportation

Mary Griffin
San Mateo County

Mary V. King
Alameda County

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

John McLemore
Cities of Santa Clara County

Charlotte B. Powers
Association of Bay Area Governments

Jon Rubin
San Francisco Mayor's Appointee

Angelo J. Siracusa
San Francisco Bay Conservation and Development Commission

James P. Spering
Solano County and Cities

Kathryn Winter
Napa County and Cities

Sharon Wright
Sonoma County and Cities

Harry Yahata
State Business, Transportation and Housing Agency

MTC Management Staff

Executive Director
Lawrence D. Dahms

Deputy Executive Director
Steve Heminger

General Counsel
Francis F. Chin

Notes

We'll Tell You More!

If this guide has only whetted your appetite for transportation topics, check the appropriate boxes below and return this card by mail to MTC (phone, fax and e-mail information is listed below). All items are free unless indicated otherwise.

- ○ Add my name to your *Transactions* newsletter mailing list.
- ○ Add my name to the distribution list for agendas, minutes and monthly tentative schedules of MTC Commission meetings.
- ○ Send me the *Regional Transportation Plan* (RTP).
- ○ Send me "*Getting There on Transit*," a guide to regional transit.
- ○ Send me *Moving Costs: A Transportation Funding Guide for the San Francisco Bay Area.*
- ○ Loan me a copy of your video describing the motorist-aid call box program.
- ○ Send me more copies of this guide (_____ quantity).
- ○ Send me information about _____.

Name _____

Title/Affiliation _____

Address _____

City State Zip _____

Telephone *(optional)* _____

E-mail address *(optional)* _____

Tear out along perforation

Tell Us What You Think!

This guide is one element in a larger effort to foster greater public awareness of and involvement in the transportation decision-making process. Comments and suggestions for improving MTC's public involvement activities are always welcome. Call, fax, e-mail or send your comments to: MTC Public Information Office; Joseph P. Bort MetroCenter; 101 Eighth Street; Oakland, CA 94607-4700; Tel. 510.464.7787; TDD/TTY 510.464.7769; Fax 510.464.7848; e-mail: info@mtc.ca.gov

Comments _____

_____

_____

_____

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED
STATES

BUSINESS REPLY MAIL

FIRST CLASS PERMIT NO. 689 OAKLAND, CA

POSTAGE WILL BE PAID BY ADDRESSEE

Metropolitan Transportation Commission

Joseph P. Bort MetroCenter

101 Eighth St.

Oakland, CA 94607-9965